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43CLASSIFICATION ~~SECRET/CONTROL/US OFFICIALS ONLY~~ 25X1ACOUNTRY Soviet Zone of Germany REPORT NO. [REDACTED]TOPIC Soviet Army Supply InstallationsEVALUATION C-2 [REDACTED]

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REFERENCES

PAGES 6 ENCLOSURES (NO. & TYPE) 2 sketches on ditto

REMARKS

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1. Doeberitz (N 53/Z 65), ammunition dump.

Five boxcars carrying ammunition were unloaded in the ammunition dump located in the vicinity of the Doeberitz railroad station on 26 November 1949.

2. Dresden (N 52/F 29), fuel depot on Hamburgerstrasse, 10 December 1949

a. It was learned that the fuel depot on Hamburgerstrasse, Dresden, was very strictly guarded by sentries and patrols.

b. The depot, located on the western bank of the Elbe River between the entrance of the Elbe port and the bridge over the Elbe River, was captured intact by the Soviets in 1945. It is the largest depot of this type in the Dresden area. Fourteen large fuel tanks and at least six underground tank installations are available at this depot. The containers were made bomb-splinterproof by means of concrete walls.

3. Fuerstensee (N 54/U 63), ammunition depot

It was observed on 10 December 1949 that the former German ammunition depot on the Fuerstensee-Wokuhl highway had been reconstructed and put into operation. Sentries and patrols wore tank insignia.

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2

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4. Hohenleipisch (N 52/A 03), ammunition depot

The area of the former German Hohenleipisch ammunition depot was strictly off limits on 20 December 1949. The ammunition depot, employing a great many workers, has been used by the Soviet Army since 1945.

5. Jueterbog (N 52/E 69), ammunition depot

The Jueterbog-Altes Lager former German ammunition depot was strictly guarded on 7 December 1949. Soldiers were observed inside the fence, Soviet Zone police along the road. In the filling depot, northwest of the ammunition depot, German artillery ammunition was cleaned and greased at the time of observation.

6. Kapen near Dessau (N 52/E 17), ammunition depot,
mid-November 1949

a. The following information on the Kapen ammunition depot was secured:

(1) Installations: Four lines of bunkers with road and RAIL connection. They are steel and concrete bunkers, about 2.5 meters high, 6 meters wide, 8 meters deep. Each bunker has two entrances located on the road side.

(2) Soviet personnel: About 100 officers and EN, commanded by a lieutenant colonel.

Officers:

Capt LASTOFFKIN, CofS
2d Lt Anatoli, adjutant
2d Lt Krinayev, technical officer
2d Lt Lekaykoff, technical officer
Capt Mitroshin, commanding officer of the demolition detail
2d Lt Dogrikoff, officer of the demolition detail
2d Lt Maksim, officer of the demolition detail
2d Lt ORLOV, officer of the demolition detail
2d Lt Shidkloff, officer in charge of the transport section.

The APN of the unit was 72 522.

(3) German personnel: Seven work details ("labor brigades") with a total of about 200 workers.

First detail: 30 workers, employed in the workshop.
Second detail: 18 workers, attached to the demolition detail
Third detail: 78 workers employed in Packing Shop No 12.
Fourth detail: 10 workers, attached to the Kech office.
Fifth detail: 15 workers in the loading detail.
Sixth detail: 25 workers employed in Packing Shop No 12.
Seventh detail: 20 workers employed with general labor.

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3

(4) Working process: Five or six trains, each consisting of about 30 boxcars, arrived at the plant from the Kleinmachnow (N 53/Z 73), Sternbuchholz (near SCHMERIN-M 54/T 46), Justerbog-Altes Lager (N 52/E 69) and Altengrabow (N 55/Z 00) depots in 1949.

Incoming shells were first unloaded in storage rooms and then taken to Packing Shop No 12 in small quantities. In this shop the fuzes were unscrewed first, then the rust was removed in a crude process. After being dipped into paraffin, the shells were returned to the storage room. Two trainloads of large-caliber shells arrived in June 1949. Almost all the shells were demolished.

(5) Daily output per person:

Type	Authorized output	Actual output
75-mm shells	8	10 to 12
150-mm shells	4	8 to 10
280-mm shells	1 to 2	2 to 3
75-mm cartridges	30	30 to 40
150-mm cartridges	15	15 to 20
280-mm cartridges	6	6 to 8

In general, 75-mm cartridges were finished from December 1948 to April 1949, 150-mm cartridges from April to June 1949 and 280-mm shells from June to August 1949. Besides artillery ammunition, rifle ammunition and black powder were processed.

b. 28 November to 3 December 1949

(1) It was learned that the Kapen ammunition depot will be evacuated, allegedly to furnish quarters for a police unit.

(2) 30 units of V-ammunition (about 80 cm in diameter, and about 2 to 2.5 meters in length) were shipped by rail from Kapen to the Mockrehna (N 52/E 53) ammunition depot between 21 and 26 November 1949.

(3) Four trains, each consisting of 30 boxcars, carrying former German infantry and artillery ammunition of all calibers left the Kapen depot heading for Mockrehna between 28 November and 3 December 1949. Part of the ammunition was allegedly to be stored in Sueptitz (N 52/E 64).

7. 22 to 29 November 1949
Muenchenbernsdorf (N 51/J 95), fuel depot

It was learned that the Muenchenbernsdorf fuel depot was an organizational troop installation. The depot was strongly guarded.

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4

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8. Naundorf (N 52/F 09), fuel depot (see Annex 1),
20 September 1949

It was learned that the Naundorf depot of the former "Dresdener Oelhandelsgesellschaft" (Dresden Oil Company) was used as a fuel and lubricant depot of the Soviet Army. Regular incoming and outgoing shipments were observed at the strongly guarded depot.

9. December 1949, Schleife (O 52/A 74), former ammunition depot

- a. The concrete ceilings of the ammunition bunkers in the Schleife ammunition depot, which had been demolished in 1945, were reconditioned in December 1949.
- b. The dwelling houses of the officials and workers of the former ammunition depot were also reconditioned. All the terrain was fenced-off by barbed wire.
- c. The stoves of the cantonment were repaired by a Goerlitz stove-construction firm.
- d. 150 Soviet Kom police recently moved into the Schleife depot.

10. Schwerin-Schelfwerder (northeast of Schwerin), ammunition dump
Mid-December 1949 (see Annex 2)

The ammunition dump of an artillery regiment, stationed in the former Hindenburg Kaserne and commanded by Lt Col Kupitov, was identified on the northeast outskirts of SCHWERIN. Six bunkers containing artillery ammunition and four bunkers containing rocket launcher ammunition were observed there.

11. Wittenberg (N 52/E 37) area, supply depots
7 December 1949

The Soviet supply depots listed below were identified in the Wittenberg area, in mid-December 1949:

- a. Large materiel and supply depot in the extensive installations of the former Kleinwittenberg iron-mill (on the highway leading to Liesteritz (N 52/E 37) between the Kent Chocolate Factory and the "Elbchemie"). Trucks were observed regularly driving to the strongly guarded depot.

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5

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b. Tire depot with vulcanizing plant, opposite the Kant Chocolate Factory.

c. Large fresh-meat Depot in the former Lindemann slaughterhouse at the entrance of the Wittenberg Port.

25X1A

Comment:

a. The report is a summary of information on the supply situation in the Soviet Zone of Germany covering the period from late November 1949 (one report dated late September 1949) to late December 1949 and generally confirms previous information.

b. Details.

(1) Doeberitz: The dump in question is probably the previously known (medium-size) ammunition dump near the Dallgow-Doeberitz railroad station.

(2) Dresden: Previous information is confirmed.

(3) Fuerstensee: The report contradicts the latest information (May 1949) on planned demolition of the installations and removal of the ammunition stored there. Further information is required. Most of the motor vehicles belonged to the 9th Cds Tank Div, as had been observed before.

(4) Hohenleipisch: Previous information is confirmed.

(5) Jueterbog: All details had been known before.

(6) Kapen:

a. Previous information is confirmed and supplemented by this detailed report. Credence is given to the data on Soviet and German personnel and their division into work details. The Sternbuchholz (near Schwerin, Jueterbog and Altengrebow) ammunition depots, indicated as shipping points of ammunition trains destined for the Kapen ammunition depot, were reported as ammunition depots in 1949. Klein-Machnow had not been previously reported as serving as an ammunition depot. The ammunition shipped to Kapen was finished there. The information on the working capacity was given for the first time and may serve as a guidepost.

b. Further details and information regarding the reportedly planned evacuation of the most important KAPEN ammunition depot in favor of Soviet Zone Police units to be stationed there are required. In view of the fact that the Soviets are likely to have evacuated the Guestrow-Priemerwald and Schwerin-Sternbuchholz large-size ammunition depots for the same purpose, the report on the evacuation of the Kapen ammunition depot may also be correct. These former German ammunition depots, with their extensive installations, are apparently suitable for the concentrated quartering of Soviet Zone police units. The V-ammunition reportedly shipped to the ammunition depot, is probably former German stock which had been stored in the Kapen depot.

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6

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(7) Muenchenbernsdorf: Previous information is confirmed. Most of the observed motor vehicles belonged to the 20th Gds Recz Div, as had been previously reported.

(8) Neuendorf: Previous information is confirmed. The depot is located in the vicinity of the Radebeul-West freight station and also bears the designation of Radebeul Depot.

(9) Schleife (near Spremberg): Reconditioning of the cantonment belonging to the former Schleife German Air Force Depot had been observed by the same source as early as August 1949. From the reconditioning of the concrete ammunition bunkers, as indicated in this report, it is inferred that they are again in use, possibly as an ammunition depot.

(10) Schwerin-Schelfwerder: Previously unknown. Military post installations or organizational troop dumps.

(11) Mittenberg:

a. A Soviet supply depot (AIN 07 054) located on Dessauerstrasse (the road touches Piesteritz) was identified in September 1949. The report probably refers to that depot.

b. A motor vehicle repair shop opposite the Kunt Chocolate Factory was reported in November 1949. That shop is identical to the tire dump and vulcanizing plant now reported.

c. Unknown so far. Probably an organizational installation.

2 Annexes: 1. Neuendorf Fuel Depot.
2. Schwerin-Schelfwerder Ammunition Depot.

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